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HONGKONG, TUESDAY, JULY 5TH, 1904.

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[a138]

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PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
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SHEWAN TOMES & CO.,  
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Hongkong, 14th August, 1903.

[a145]

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NEW PREMIER CYCLES. Best American  
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SPECIALITY: HUMAN HAIR.

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CHIEF CHEONG Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
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Hongkong, 1st June, 1904.

[1387]

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No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS and CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 28th May, 1904.

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THE HONGKONG FROZEN FOOD

SUPPLY.

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FRESH Supply of AUSTRALIAN PRO-

DUCE just received by the China

Navigation Co.'s Steamship "TAIYUAN"

including Mutton, Lamb, Pork, Milk (con-

centrated) Splendid Fresh Butter (72 lbs. per lb.),

Cheese, Ham and Bacon (prime smoked), Pork

Sausages (50 lbs. per lb.), and Fritz Sausages.

Send to Depot for Price List.

Pass Books will be supplied to, and monthly

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LAU KUE TONG,

Manager.

Hongkong, 3rd July, 1904.

[1627]

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A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

[1299]

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a33]

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Hongkong, 21st December, 1903.

[a38]

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SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.

STRAW HATS. PITH HELMETS.

RAINCOATS AND WATERPROOFS.

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[a4a]

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Less old than the above.

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11 Years old: the finest quality shipped.

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See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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[a153]

Hongkong, 1st May, 1904.

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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

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[a40]

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WINE AND SPIRIT MERCHANTS.

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Hongkong, 15th June, 1904.

[a35]

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FAMILIAR BEVERAGE

STONE GINGER-BEER

YCLEPT "POP."

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AS CHEAP AS GAS!

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TYPEWRITERS. [a33]

NOTICE TO MARINERS.

No. 197 (Special).

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SHANGHAI DISTRICT.

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THE YANGTZE.

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NOTICE IS HEREBY GIVEN that in

consequence of changes having taken

place in the Entrance to the South Channel,

the Gas-L



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**AERATED**  
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THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

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On communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
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**The Daily Press.**

HONGKONG OFFICE: 14, DES VOGES ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, 5TH JULY, 1904.

THE Internal Revenue Law imposing taxes on tobacco, wines, beer and spirits which our Manila correspondent's telegram in our issue of yesterday reports has been passed, is one which has been pending in the Philippines for the past three years. When the measure was first announced it was greeted with a chorus of disapproval from all the interests in the islands which will be affected by the measure; the five Chambers of Commerce, in Manila framed a joint protest, and corporations and firms individually petitioned against the measure. The Commission has occupied a long time in patiently considering the arguments advanced in opposition, but the result evidences the fact that it has not been convinced that the law will so disastrously affect the industries of the island as the petitioners declare. Whenever and wherever fresh taxation is proposed it is certain to evoke the hostility of the interests to be affected by it, but Governments have to concern themselves with the larger aspect of the question in its relation to the general policy of the State.

The tobacco growers who already complain of the deplorable condition of the tobacco-growing industry declare that the taxation which will soon now be imposed will have the effect of destroying the cigar and cigarette industry. The brewing industry are alarmed at the danger of imported beer capturing the market in the islands on account of the domestic product being subject to the internal revenue tax, while the imported beers will not be required to pay anything beyond the Customs tax. Even as it is there has been a very large increase in the importation of Japanese beers into the islands, while the output of the home brewery had fallen off. The new law is stated to have been largely modelled on the

Internal Revenue Tax Law of the United States, and it has been pointed out that while in the United States a barrel of beer containing thirty-one gallons paid an internal revenue tax of one dollar, beer manufactured in the Philippines would be required under the new law to pay two dollars and thirty-four cents on thirty-one gallons. One of the Commissioners replied that in the United States beer was sold for five cents per glass and that the glass sold contained about twice as much as in the Philippines; so, considering the amount sold and the price paid (beer selling in the Philippines for ten cents gold) the beer in the United States could be purchased about four times cheaper than in the Philippines. The answer was again made that the cost of production should enter into the consideration. The representative of the San Miguel brewery further stated that if the proposed bill became law it might be possible for either Japanese beer or United States beer to capture the market as it did not cost as much in either of those countries to manufacture beer as it costs in the Philippine Islands.

The result of the public inquiry held by the Commission has doubtless led to some changes and modifications in the Bill, but the principle of the measure as well as its main provisions have received the endorsement of the Commission. The Government evidently takes a very hopeful view of the future. It is not admitted that stagnated industry and depressed business accurately describes the present conditions in the Islands, and our Manila correspondent, referring a little while ago to this matter, indicated the official attitude when he said:—"The Customs' receipts and consular reports show that on the one hand imports have increased since the establishment of American rule, and on the other that there has been no serious falling off of exports. As regards the cost of administration, while there are undoubtedly more bureaux and more officials with higher salaries, the annual appropriations and expenditures clearly show that more revenue is being spent for the people than ever in their history. With new communications being continually opened up in the provinces and the gradual picking up of agriculture the prospect is indeed hopeful and favourable rather than otherwise to standing the new taxation." The estimated revenue from the tax is five million dollars, and one-fourth of this will revert to the provinces. The object of the law is declared to support the Government views regarding free trade with the United States, but as we have indicated the optimism of the Government is opposed by blank pessimism on the part of the business circles concerned, and time alone will prove which view is correct.

There were 38 cases of plague in the Colony last week, and 37 deaths from the disease.

The visitors to the City Hall Library and Museum for the week ending 3rd July, 1904, were 238 non-Chinese and 86 Chinese to the former, and 75 non-Chinese and 1,014 Chinese to the latter institution.

A Canton despatch to Northern papers states that owing to the energy displayed by Mr. Chen, prefect of Leichow, on the Kwangtung coast, in developing a gold mine in the district of Kaichien, in consequence of which the prospects of the mine are exceedingly bright, Viceroy Tsin Ch'un-hsien has specially appointed that prefect to be the head-manager of the mine, displacing, it is alleged, the former official in charge on the ground of incapacity.

"Our transports," remarks the Manila Sunday Sun, "never seem to be out of trouble, and the money that has been spent on them in repairs at Hongkong would make a decent hole in Rockefeller's income. On Wednesday the 22nd June the U.S.A.T. *Lieutan* was run into by the gunboat *Pampanga* at Parang, Mindanao, and a hole knocked in her seven feet long by seven inches deep. Part of the rent is below the water-line. This will probably mean going to Hongkong for repairs, to say nothing of the ship being out of commission for months."

According to the Tientsin Chinese official organ, a wealthy Chinese merchant of Poochow named Lin Ying-ching has obtained permission from the Board of Commerce and the Viceroy of Min-che to establish a factory to manufacture Chinaware for export to foreign countries, because porcelain from China was once regarded as one of the most important exports. The company will have a capital of \$120,000 at \$50 per share to be entirely subscribed by Chinese officials and merchants. Experienced foreign and Chinese porcelain manufacturers will be engaged, and modern and foreign methods will be introduced to make all kinds of Chinaware for export to European countries and America. The company will be established at Ching-men in accordance with the sanctioned regulations and rules of the above mentioned Board. The Viceroy of Min-che has issued strict instructions to his subordinates, commanding them to extend their protection to the said company with a view of encouraging other wealthy Chinese to follow the example.

In one week last month there were 13,770 deaths from plague recorded in India.

The members of the R.A.O.B. Club are having an At Home in their pretty little Club Rooms on Saturday, 9th inst., when they will entertain their friends with a smoking concert, and if this should be as great a success as the former entertainments given by this Club, then the members will have nothing to complain of. The concert commences at 8.30 p.m., and a splendid programme has been arranged.

The general public as a rule has very hazy notions of the expense of producing a daily newspaper. A writer on the subject in one of the magazines mentions some interesting details of newspaper finance. Among other things he states that the bill of a single cable company to one of the London newspapers last year amounted to £30,600. It may be said, says the writer, that if a reader wanted a copy of his favourite halfpenny paper produced and printed for himself, and himself alone, it would cost him not less than £1,000! There is one of those cheap journals published every morning in London which never costs its proprietors less than £1,500 per issue.

Hongkong is a long way ahead of Shanghai with its tramway scheme. The Shanghai scheme has not yet progressed beyond the stage of tenders. At the last meeting of the Municipal Council a report by the Electrical Engineer stated the circumstances under which Messrs. Preece and Cardew have embodied in the conditions for Tramway tenders in London, a clause to the effect that the purchase of power from the Council is compulsory. The Secretary of the Council was directed to telegraph to the London Agents instructing them that this clause must be withdrawn, since it has been decided that the purchase from the Municipal Supply or the establishment of a separate Power House shall be at the option of the firm or company tendering.

## UNITED STATES INDEPENDENCE DAY.

The Fourth of July was observed by the American community in Hongkong in as quiet a manner as usual. The Stars and Stripes were much in evidence. All the men-of-war in harbour dressed ship, but no salute was fired at noon, presumably because no American man-of-war destroyers excepted, was in harbour. Consal-General and Mrs. Bragg were "at home" at the "Crow's Nest," Barker Road, from 4 to 7 p.m.

This is the first anniversary since the official recognition of "The Star-Spangled Banner" as the National Anthem of the United States, and we may therefore conclude that it figured more prominently in the harmony of the celebrations than heretofore. When the selection was under consideration there were several patriotic songs to choose from. Included in the list were "Yankee Doodle," "Hail Columbia," "Marching through Georgia," "Dixie," "Maryland," "My Maryland," and the flood of less known ballads inspired by the civil war. Most of these, however, are tinged with the sectionalism engendered by the great struggle, and none of them were sufficiently and universally well enough known to express the patriotism of an entire people. At first considerable prejudice was felt against the "Star-Spangled Banner" as a national hymn, as the air is foreign. It came to the people of the United States from the Tyrol through an English adaptation, but had never been at all well known until adapted to the immortal words of Keyes. This same prejudice against things foreign was shared by the air of "My Country 'Tis of Thee," and this, too, with more reason, as this same air is that of "God Save the King" and of one of the German national airs. So it was felt by many that the United States should be slow in adopting either of these as the expression of her nationality.

Yesterday marked the 128th anniversary of the United States' independence.

## CORRESPONDENCE.

## THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th July, 1904.

SIR,—Now that Pokfulam and Wong-nei-cheong Reservoirs are overflowing with water and Tytan fast filling up, as the fruit of the generous rains of last week, can you tell me why we are still condemned to go on short rations of this first necessary? Never in the history of the colony have we been kept on a reduced supply of water for so long a period, and though I was cheerfully acquiescent in the action of the Water Authority in limiting the out-turn until the recent rains, I certainly think he might now safely concede a full supply. If, for some good reason with which the public are not acquainted, it is still necessary to act with caution, there would at any rate be no risk in turning it on in the Peak District, where all the houses are metered, and any waste would be detected and charged to the careless or extravagant household. In any case, if there is, as there may be, some conclusive reason why the supply should still be husbanded, it would be well to take the public into confidence, for though it is a distinct hardship and inconvenience to have to limit one's bath this weather, yet I think reasonable folk would willingly submit to it if it were shown to be necessary or advisable. Yours faithfully,

COLD WATER.

[Our correspondent and the public generally will note with satisfaction the announcement in our advertisement columns to-day that the community has now a full supply.—ED.]

## THE WAR.

[REUTER'S SERVICE.]

## A RUSSIAN DENIAL.

LONDON, 2nd July.

An official telegram from the Russian Consul at Yingkou reporting the arrival of Barukoff adds:—"Admiral Togo's statements of the affair of the 23rd June are inventions. All our vessels are safe and sound."

General Plig at Mukden telegraphs in a similar manner.

Admiral Alexieff reports to the Tsar that he is informed by the Naval Commander at Port Arthur that the *Nosik*, *Deane*, *Askold*, *Sevastopol*, *Pollava*, *Pobieda*, *Peresviet*, *Relvian*, *Bayan* and *Pollada* made a sortie from the roadstead on the 23rd June; the fleet sailed twenty miles to the South, when they sighted the Japanese squadron, consisting of 5 battleships, 16 cruisers and 30 torpedoers. The Naval Commander adds: "Considering the greatly superior force of the enemy, I decided to return to Port Arthur and reached the roadstead where the fleet anchored. The Japanese made frequent attacks with destroyers, but were successfully repulsed. In the morning all the ships entered Port Arthur at high tide. At least two Japanese destroyers were sunk."

## AUSTRIAN OPINION ON THE WAR.

The Russophil military organ, *Reichswehr*, is obliged to admit that the Russians are for the moment in an extremely critical position. It says:—"They cannot move forward, they ought not to go back, and they dare not remain where they are. Their entire strategy has been shattered by the two tactical successes of the Japanese."

The *Nene Freie Presse* recalls what the Grand Vizier Fud Paich said when Menschikoff offered the Council Chamber of the Turkish Ministers with his hat on and with dusty boots. "He wears dusty boots," said the Paich, "to conceal the feet of day." The *Nene Freie Presse* goes on to say:—"That was the position of Russia before the war with Japan. In her imposing greatness she walked about with hat on and dusty boots, but the Japanese saw the feet of day."

## THE DEATH OF ARCHBISHOP GUIDI.

The *Manila Bulletin* reports the death of Monsignor Juan Bautista Guidi, archbishop of Staurapolis and apostolic delegate of the Holy See in the Philippines, says he passed away peacefully and without pain, at 8.20 on Sunday morning, the 26th ult. after an illness of 20 years, from cardiac affection. Monsignor Guidi had but lately returned to his post in Manila from a protracted stay at Hongkong. He arrived there complaining of ill-health, and it seems that the excessive humidity aggravated the disease and hastened the end. After a severe attack on Friday he was counselled absolute rest by Dr. Cuervo, his physician, but it was not until Saturday night that his condition became alarming. In spite of the efforts of his physicians he grew steadily worse, and at 3 o'clock Sunday morning, realising that the end was near, asked for the last sacraments of the Church. He confessed to Father O'Connor and shortly afterwards became unconscious. A little after 8 o'clock he died.

There were present at the time of his death Fathers O'Connor, Tunon, Chouza, the Dominican Fathers Tarin and Fortes, and the Father Superior of the local Jesuit order.

Governor Wright, accompanied by his secretary, called at the Catholic legation half an hour after the distinguished prelate's death and offered his condolence to the ecclesiastical authorities.

The body was embalmed and will be buried in the chapel of Nuestra Senora de Dolores in the Cathedral of Manila.

In Archbishop Guidi the apostolic chair loses a distinguished Churchman and diplomat. Juan Bautista Guidi was born in April 1852 at Collepardo, a town in the province of Roma. He received his preliminary education in the episcopal seminary of Ateino, and from there went to Rome to complete his collegiate studies. After a course at the "Gregoriana" university he received the diploma of doctor of philosophy in 1871. In the year following he went to Innsbruck to study Oriental languages. In 1877 he was made a Doctor of Theology and subsequently spent a year in Paris, teaching in the Augustine College. From 1879 to 1883 he was secretary of the extraordinary delegate of the Holy See at the Court of Spain. Later he witnessed, as secretary of Cardinal Vannutelli at St. Petersburg, the coronation of Tsar Alexander III, and afterwards went to Portugal, Brazil and Ecuador, charged with important ecclesiastical missions.

Monsignor Guidi arrived in the Philippines in November 1892, as the special envoy of Pope Leo XIII. During the 19 months of his residence there he was occupied with the settlement of the friar lands question and his unflinching courtesy, kindness of disposition and rare tact had won him the esteem of everybody. The dead archbishop was a scholar and an eminent linguist. He was one of the founders of an historical museum in Rome, and besides his native tongue, Italian, he spoke German, Spanish, French, English, Portuguese and Russian.

## HONGKONG NURSING INSTITUTE

Yesterday a general meeting of the supporters of the Hongkong Nursing Institute was held at the City Hall. Dr. Stedman presided, and the attendance included Lady Goodman, Mrs. C. A. Tomes, Mrs. N. A. Siebs, Mrs. M. J. D. Stephens, Mrs. Gompertz, Mrs. Bateson-Wright, Mrs. Hodgins, Mrs. A. H. Huke, Mrs. Wood, Mrs. Brooke-Smith, Mrs. Fuchs, Mrs. Hastings, Mrs. Johnstone, Mrs. Pritchard, Mrs. Beck, Mrs. Caldwell, Mr. and Mrs. G. W. F. Playfair, Mr. and Mrs. Trenchard-Davis, Mr. and Mrs. Raymond, Hon. Sir Paul Chater, C.M.G., Hon. H. E. Pollock, K.C., Dr. Jordan, Messrs. H. P. White, M. W. Slade, H. W. Slade, Gibbs, and E. Osborne.

The CHAIRMAN said that the meeting of the guarantors or original subscribers of the Institute was called because the Committee felt that they should be allowed to add to their number, and also to discuss the building scheme, a motion in connection with which stood in the name of Dr. Jordan. Circulars had been sent round since the last meeting and in addition to the generosity of Sir Paul Chater, who had donated \$1,000 per year for five years, he announced that Mr. Stephens had given \$5,000 towards the funds of the Institute. As the scheme was a very large one it was thought better to come to a general meeting to get authority to go on with it.

Dr. JORDAN said that the first motion was brought forward because the Committee felt that they required the assistance of outside people, and also they thought that it was within the rights of the German Doctor to be represented. He moved

"To alter Rule 3 after the words 'occurring in its Members' to add 'and shall have power to add to its numbers. Five Members shall form a quorum.'"

Mrs. PLAYFAIR seconded the proposition, and it was carried.

Mr. PLAYFAIR moved that a German Doctor, Mr. Pollock, and Mr. Osborne be elected to the Committee.

Dr. JORDAN rising said that according to the resolution just passed, that the Committee had power to add to their number, the present meeting have nothing to do with it.

Mr. PLAYFAIR—A general meeting can do anything.

Mr. M. W. SLADE stated that according to the rules the Committee had power to elect the additional members and not the meeting.

Dr. STEDMAN explained that with regard to ordinary elections the members usually elected the Committee, the Committee only having power to fill vacancies, and as this was a general meeting he thought that they should elect the additions to the Committee.

Dr. JORDAN had no objections, he was simply going on a point of order. They had passed the rule giving the Committee power to add to their number, and he did not think that the present meeting had anything to do with the election of the additional members.

Mr. POLLOCK a read with Mr. Slade; the present meeting could not elect anyone to the Committee after the passing of the rule.

Dr. STEDMAN called upon Dr. Jordan to move the second motion standing in his name.

Dr. JORDAN moved that the report of the Committee on the building of a home for the Nursing Institute be received, and that final authority be given to the Committee to commence the building. On the year's work, he said, it was estimated that there would be a credit balance of \$187. It had been remarked that a ridiculously low sum had been placed down for furnishing the new building. The amount was \$800, which he admitted was ridiculously low in itself, but when one considered that a large amount of the furniture had been privately promised, it would be ample for the few small trifles that would have to be obtained. At the end of five years, when Sir Paul Chater's subsidy expired, it was said that there would be a deficit. That might be true, but he did not think that it was fair that a building committee should be made to provide for generations of Hongkong people to come. If there was a deficit they would be perfectly justified in calling a meeting to ask for further subscriptions. Naturally he hoped that the Colony was increasing and that greater demand would be made for the nurses. Another direction there were indications of improvement. Canton had asked upon what terms they could be supplied with a nurse. Everything pointed to increasing prosperity and work for the Institution and nurses. He did not think one should take a pessimistic view and say that they could only look five years ahead and then go to rack and ruin. In five years there would be others come forward with donations; if they went on the principle that they could only see five years ahead he thought there would be few hospitals in Great Britain, although the cases were hardly analogous.

Mr. POLLOCK rose to oppose the motion. He said that after considering the scheme he had come to the conclusion that it ought not to be supported by the meeting. On account of the generosity of Sir Paul Chater and Mr. Stephens he was reluctant to say that, but he thought that such an institution as the Hongkong Nursing Institute should be run on sound financial lines. The Institution was not an ordinary charitable institution. The nurses were not availed of by the general public but a certain class of more or less well-to-do people, and he felt sure that they would be of opinion that it should be run on sound financial lines and his objection to the present scheme was that it was not on a sound financial basis. The circular sent out erred on the side of some of the expenditure items being too low. One instance was that of the matron's salary. The figure put down was \$40 per month, and he wanted to know whether a suitable matron could be secured for that figure. Repairs were placed down as

\$100 per year; this he thought was very small. With regard to the question of food for the matron and nurses, he said that if four to six persons were running a mess (the practice might work out at the figure stated, but where the nurses were liable to be away for days together he did not think that the matron's food would be procurable at \$1 per day. Another item missed altogether was a telephone; what would be the use of an institute for nurses without a telephone; it was a very important matter. The cost of that would be about \$80 to \$100 per month. If the scheme were rejected there would be two alternatives—to go on as they had been going, or to prevail on the Government to house the nurses at the Victoria Hospital. At the last meeting, if he remembered rightly, they heard harsh words about Dr. Stedman. He did not know if Dr. Stedman was willing to carry on. There seemed to be professional rivalry amongst the practitioners. Regarding the other scheme, when the subscriptions for the Diamond Jubilee Fund were being taken up the public were asked to subscribe towards three objects, one was the Jubilee Road, the second the Jubilee Hospital, and the third the Nursing Institute. Those were the three objects to which the people were asked to subscribe and did subscribe. If he was correct it seemed to him that they had a good case to bring before the Government to allot a portion of the Victoria Hospital to be used for housing the nurses. He moved as an amendment that the Hongkong Government be approached with a view to set apart a sufficient portion of the Victoria Hospital to house the nurses and matron. He was altogether opposed to the present scheme, but, having respect for the opinions of others, he simply proposed that the present scheme be postponed (applause).

Mr. PLAYFAIR seconded Mr. Pollock's amendment, saying that the trained nurses had been brought out from England to do the people's work, but not for charity. He did not think it was right that the subscribers should be the recipients of charity. They were able to pay for the nurses.

Dr. STEDMAN quite agreed with what Mr. Pollock had said; the Nurses Institute could not be run on the figures given. The figure given in regard to furnishing the house were not sufficient; one person had promised linen and another the crockery, but even with that \$350 was not sufficient. During last year the nurses had been employed by the Peak Hospital and had been paid \$380, this year already they had been employed to the extent of \$340, but as two extra nurses were on their way out from England to be attached to the Peak Hospital staff the further earnings of the nurses from the Peak Hospital would be small. He remarked that the Peak Hospital was a necessity to them if they wished to keep their private practice. If people went into the Government Civil Hospital the family Doctors were not allowed to attend them, while if they went to the Peak Hospital they could have the same Doctor attending them. If the doctors in the Colony, or any of them desired to become partners in the Peak Hospital, he and Dr. Rennie would be glad. The Government had given them \$12,000 as their share in the Jubilee fund.

Dr. JORDAN said that Dr. Stedman being willing to have other doctors join him at the Peak Hospital had nothing to do with it. His objection to the nurses remaining at the Peak Hospital, was that public nurses had no right to live in private hospitals.

Mr. PLAYFAIR said that everyone had made up their minds, and it was already late for tiller. They had better take a vote.

Mr. POLLOCK's amendment was carried by 30 votes to eight, and the meeting closed.

## THE LOCAL WAR FUND.

Sir C. P. Chater, as Chairman of the Committee who had charge of the Russo-Japanese War Fund, which has now been closed, has received from His Majesty's Minister at Tokyo the following telegram in acknowledgment of the receipt of the subscriptions raised in Hongkong in aid of the sick and wounded of the war:—

TOKYO, 2nd July, 1904.

To Sir Paul Chater, Hongkong.  
Your letter of 15th June. His Majesty the Emperor greatly appreciates sympathetic generosity Colony of Hongkong. Subscriptions are being distributed as desired.  
(84.) BRITISH MINISTER.

## THE CROWN AGENTS FOR THE COLONIES.

Mr. Lyttelton, the Colonial Secretary, replying to a question put by Mr. Scott-Montague, says:—"The salaries at present paid to the three Crown Agents are £2,300, £1,450, and £1,200 respectively; any surplus arising out of the receipts from commissions, &c., is carried to a reserve fund, the income of which is applicable to meeting the charges for the provision of themselves and their staff and the deficits which in some years occur in their office fund accounts. The honourable member will find full particulars as to the authorized scales of commission for different services in the enclosure to the circular despatch which I have recently addressed to the Colonial Governments who employ them, and which has been laid before Parliament in Cd. 1944."

## WEATHER REPORT.

On the 4th at 11.45 a.m. The barometer has risen in the Philippines and fallen throughout China and Formosa.  
An area of low pressure lies to the Eastward of Formosa and another in the Pacific eastward of the southern Philippines.  
Gales are slight on the China Coast, and light variable winds will prevail in the Formosa Channel, and light S. to SE. winds in the northern part of the China Sea.  
Forecast:—Light variable winds, fine.



## SUPREME COURT.

Monday, 4th July.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOSMAN (CHIEF JUSTICE).

SEQUEL TO A FLOUR CONTRACT.

The Wing Chong Lee firm sued the Kwong Tak Wing firm for \$7,547, being the balance between the price of flour ordered by the defendants and not accepted and the price which the flour realised when put up for auction. Hon. H. E. Pollock, K.C. (instructed by Mr. John Hays, of Messrs. Johnson, Stokes and Masters-Solicitors), appeared for the plaintiffs. The defendants did not appear.

The plaintiffs in their statement of claim stated that they were merchants carrying on business at 21, Queen's Street, and the defendants were merchants, or were until lately, carrying on business at 86, Wing Lok Street. They (the plaintiffs) had suffered damages to the extent of \$7,547 by reason of the defendants' breach of contract for the purchase of certain flour which defendants did not accept or pay for; therefore the plaintiffs were compelled to sell by public auction, and it realised \$15,538, which was \$7,547 below the contract price. For this sum they sued.

His Lordship gave judgment for the plaintiffs with costs.

In another case the Wing Chong Fat firm sued the Kwong Tak Wing firm for \$1,803, also for damages caused by the non-acceptance of flour, the defendants being merchants lately carrying on business at 86, Wing Lok Street. The price was agreed upon at \$11,550. The plaintiffs were compelled to sell by public auction, when the price realised was \$9,747, and they sued for the difference, \$1,803.

His Lordship gave judgment for the plaintiffs with costs.

## POLICE COURT.

Monday, 4th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

WAITING FOR A FIRE.

Twenty-six Chinamen, found sleeping in the street near the Fire Brigade Station, were charged with being rogues and vagabonds. They said they were not rogues; they went to sleep near the Fire Station so that if a fire occurred they would get a job pulling the engine along.

Mr. GomPERTZ accepted the explanation and discharged them.

THEFT FROM A STEAMER.

Mr. J. W. Martin, master of the s.s. *Cambridge*, made a report to the Police on the 20th June that he had missed 20 drums of paint and some canvas. A detective sergeant discovered the paint at No. 79, Station Street, Mongkok. The occupant of that house said that he bought the paint from another man. The other man admitted this, and was sentenced to three months' imprisonment and six hours' stocks for unlawful possession of stolen property.

Mr. O. D. Thompson appeared on behalf of the first defendant, who was discharged.

FALSE PRETENCES.

An American named Hartman was charged with obtaining money by false pretences. Mr. G. C. C. Munster, solicitor, of Messrs. Johnson, Stokes and Master, appeared for the prosecution. It was stated that the defendant went to the International Bank and asked for a blank cheque. He said he was stranded at Hongkong, but had \$500 in the Canton Branch of the International Bank. The blank cheque was given to him, and he made it out for \$25 and received the money. When the cheque reached the Bank at Canton a wire was sent to Hongkong saying that the man was not known at that place. He was thereupon arrested.

Mr. GomPERTZ deferred sentence, it being understood that other charges are to be made against the defendant.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

MR. FUNG WA CHUN'S WATCH.

The watchman charged with stealing Mr. Fung Wa Chun's watch was sentenced in the morning to six months' hard labour. The case was reheard in the afternoon, when new evidence was adduced and the man was discharged.

The pawnbroker at whose shop the watch was pawned applied for compensation. As a decision regarding this has not yet been given the watch has not yet been handed back to Mr. Fung Wa Chun.

OPTIM.

A man was fined \$200 or three months' imprisonment for unlawful possession of one tael of prepared opium. Two previous convictions were recorded against him.

Another man, with three previous convictions, was given the same penalty for unlawful possession of dross opium.

ASSAULTING A RICKSHA-COOLIE.

Thomas Shefford, employed at the Naval Yard, was charged with assaulting a ricksha-coolie. Complainant stated that when walking with his wife at Praya East the coolie rushed up and asked if they wanted to hire him, and then he wheeled his vehicle over the defendant's wife's foot. The defendant with one swing broke a stick on the man's back.

Mr. GomPERTZ imposed a fine of \$1 plus \$4 compensation.

THEFT FROM THE DOCKS.

Two coolies were sentenced to six weeks' imprisonment each for stealing brass from the Cosmopolitan Docks.

## MISCELLANEOUS ITEMS.

A TYPE-WRITTEN VOLUME.

In the latest list of accessions to the library of the British Museum appears the following novel entry:—"Autobiography of An Ordinary Man, with Odds and Ends to Match." 279 pages, quarto, type-written throughout. If the millions of ordinary people should be inspired by this precedent to go and do likewise, the trustees of the Museum, remarks a London journal, will soon have to make extensive additions to their big building in Bloomsbury. But type-writers would rejoice at the innovation.

POST LAUREATE'S RUSE.

It is only natural that a poet should take some romantic way of introducing a work of imagination to an actor-manager. When Mr. Arthur Bourchier, of the Garrick Theatre, received from his reader some weeks ago an anonymous manuscript entitled "A Lesson in Harmony," he had not the slightest notion of the author's identity. It might have been written by the most obscure scribbler in the modern Grub-street. It happened to be the work of the Post Laureate. Mr. Alfred Austin had taken this means of testing the merits of his play—a little thing, but his own. His ruse was completely successful. His comedieta was recognised as a work of some merit, and Mr. Bourchier's official reader gave it the warmest commendation.

BRITISH ALPINE SANATORIUM.

Princess Christian has written to the mayors of the principal towns in the United Kingdom asking them to form committees to assist in the building of the Queen Alexandra Sanatorium at Davos, of which the Queen is patron. The object is to secure the advantages of treatment in an Alpine climate for people of English-speaking nationalities suffering from curable forms of pulmonary disease, but who are unable without assistance to bear the entire expense of such treatment. Meetings are to be held at Edinburgh, Glasgow, Liverpool, and Manchester in support of the scheme. A site of about five acres has already been obtained, situated about 500 feet above the level of Davos, and 5,400 feet above sea level.

BOY AND GIRL VIOLINISTS.

Every season London society must have a fresh favourite. Sometimes it is a gifted vocalist, at other times it is a talented pianist. This season's pet, says the *Daily Chronicle*, is the young violinist, and no musical "at home" is complete without one. The marvellous boy Vescey has so far enjoyed, without competition, the financial benefits of the season's popularity. His fees have advanced until now he is obtaining 150 guineas for playing at an afternoon "at home," and 200 guineas for one night. But Kibelik is coming to London, and it will be interesting to learn whether or not Society dunes have retained their former affection for him.

Miss May Harrison, who is fourteen years old, makes her debut at St. James's Hall. She is a daughter of Colonel J. H. C. Harrison, R.E., and was born at Boorke, India. She has been studying at the Royal College of Music under Senor Arbos and M. Achille Rivard, and is regarded by them as a remarkably gifted violinist. Her younger sister, Miss Marion Harrison, has recently made a semi-public debut as a violinist.

Another young girl violinist, who is now in London, and has already had the honour of appearing before the King and Queen, is Fraulein Stefi Geyer, the daughter of a doctor at Budapest. She was born in 1888, and when she was only three years old was a pianist. Two years later she began the study of the violin, and in 1901 played before the Queen of Romania, who gave her an autographed photograph, with the inscription, "To the little genius with the fairy bow."

BETTING ON THE WAR.

The following instance of betting on the war by Russians is supplied by a London Press Agency:—

A Captain Valgrunoff has bet a brother officer, a wealthy landowner in Podolia, 50,000 roubles that France and England will be embroiled in hostilities before July 1, 1905.

In Kiev a wealthy sugar refiner has organised a gigantic sweepstakes, tickets of which were taken up within a week. A thousand 10-rouble coupons, consecutively dated from July 1, were issued, and the holder of the coupon bearing the date of the treaty of peace will receive 7,500 roubles, small prizes being allotted to those coupons dated within a week of the treaty.

The Tula newspapers give prominence to a curious war bet which illustrates Russian confidence of victory. A rich manufacturer named Rosenstein, who was very much pestered by a hard-up noble for his daughter's hand, agreed to accept him as his son-in-law if any Japanese troops were left in Corea on January 1, 1905. Should the reverse be the case, the noble was to pledge himself to abandon his suit. In the presence of several hundred persons, two well-known horse-breeders of Tver last month competed in a sleigh race with horses named respectively Mikado and Soldatnik (Tommy Atkins). The distance was five versts, and betting ruled 7 to 3 on Soldatnik, but Mikado won, much to the disgust of the patriotic, who saluted the victor with a volley of stones.

What is believed to be the deepest gold mine in the world is being worked at Bendigo, Australia. The mine in question, which is called the New Chum Railway mine, has sunk its main shaft to a depth of 3,500 feet, or only sixty feet short of three-quarters of a mile. The chief problem is how to keep the tunnels and general workings cool enough for the miners to work in at such a depth. It is usually about 108 degrees, and to enable the men to work at all, a spray of cold water let down from above has to be kept continually playing on the bodies naked from the waist upward—of the miners. Even then they cannot work hard, or they would faint from exhaustion.

## THE PLAGUE IN BOMBAY.

The Health Officer of Bombay in the course of his report for the first quarter of the year says:—

"The seasonal rise in plague began in January, but the incidence of the disease was slighter than in previous years, and slower to rise, it reached its height on 1st April, i.e., one day later than in the preceding year. The cold weather was noticeably colder and more prolonged, but the mortality did not ever reach 300 per day. Now that the epidemic for 1904 is on the wane, we must begin to prepare for 1905. Whatever may have been the cause of the decrease of plague in Bombay, whether it may be due to the measures taken and the constant supervision and the recognition by the people of the necessity for adopting self-protective measures, whether it may be due to the acquired immunity of the people after so many years, and the removal of infected materials from infected houses for months at a time during the period of the epidemic, I am fully convinced if we can evacuate the infected houses, remove all insanitary and plague-stricken areas, provide the people with suitable dwellings, open up insanitary areas and continue to enforce sanitary measures we can curtail the course of the disease to controllable limits.

This question has taxed the ingenuity and resources of Governments and local authorities of all countries for centuries, and little progress in large cities has been made. That overcrowding exists in Bombay to a very serious extent can only be thoroughly appreciated by persons who have to constantly visit the dwellings of the poor. By overcrowding, in the true sense of the word, is meant that the number of persons and animals collected together in a certain space, room or areas, workshop, factory, hospital, tent, hut, etc., is so great that it vitiates the air, diminishes vitality, and death and disease result.

To erect a large block of dwellings of one pattern of rooms of 100 square feet, and allow them to be occupied, irrespective of sex and age, in addition to goats, fowls, etc., is not the way to diminish overcrowding or solve the housing problem. What is plain and will be admitted by all is that—

- (1) Overcrowding exists to a very great extent in the city.
- (2) That this overcrowding has been accentuated by the displacement of many people by the Improvement Trust in carrying out their Scheme.
- (3) That this displaced population has not yet been provided for.
- (4) That this overcrowding tends to foster and cause the spread of plague and other diseases.
- (5) That there is an urgent want and demand for cheap dwellings for the poor.
- (6) That these dwellings should not be erected in the thickly crowded parts of the city.
- (7) That cheap dwellings should be provided by all employers of labour where possible, near the work of the labourer.

## AMONG CANNIBALS.

An interesting story is told by the Commissioners who have been engaged for the last eighteen months in fixing the Anglo-German frontiers in West Africa between the town of Yola and Lake Tchad. The region traversed is little known owing to the hostility of the tribes. The Fulani villages were found quite friendly, but beyond Lala, a large town on the Bornu, there lay a mountainous region inhabited by pagans, who in many cases were cannibals. They were found to be most industrious people, who cultivated their fields with a good deal of method. In most cases, says Reuter, they were practically naked, but were always armed. Even when at work in the fields ploughing they carried a full kit of spears, shields, and poisoned arrows. The arrows are much dreaded, for they are tipped with a deadly poison extracted from vegetables and from dead bodies. This is carried in small bottles, and when fresh it proves fatal in a few minutes. These people are adepts at game stalking, and disguise themselves as birds and animals in order to approach their prey. They are smaller than the Fulani, being often quite dwarfish, and they live in flimsy grass huts perched in inaccessible nooks among the mountains. At Kuku the Sheikh of British Bornu rode out to greet Colonel Jackson at the head of 300 horsemen and a large number of men on foot. He was accompanied by a band of dancing girls. His people carried enormous spears, and some wore old armour while the horses were caparisoned with housings like those of the Crusaders. The survey has proved that existing maps are to a large extent inaccurate, and has placed the boundary further to the east, thus enlarging the British sphere.

## LORD DUNDONALD'S GRIEVANCE.

A London telegram to a Ceylon paper says that what led up to the dismissal of Major-General the Earl of Dundonald from the command of the Militia in Canada was the public charge he made against Mr. Fisher, Minister for Agriculture, of striking out, for political reasons, from the promotions a Militia officer promoted by Lord Dundonald. In the House of Commons at Ottawa on the 10th ult. Mr. Fisher said that when he vetoed the officer promoted by Earl Dundonald he was acting as Minister for the Militia. He admitted he had objected to many nominations on political grounds. Sir Wilfrid Laurier said he appreciated the good motives of Lord Dundonald, but he said: "We are not accustomed to being dragged into this country, and he must learn that this is a responsible Government and when he sends recommendations to the Council it is the right of the Minister for the Militia to strike off any name he likes."

## JEWS IN INDIA.

In the general report of the Census of India, just issued as a Parliamentary Blue-book (Cd. 2047, 1904), occurs the following interesting paragraph:—

The Jews of India fall into two main categories. On the one hand there are those who have come to India in modern times for purposes of trade, and on the other there are two colonies of long standing on the Malabar Coast, the one in the Cochin State and the other in Kolaba in the Bombay Presidency. The Jews of Kolaba, or the Beni Israel, as they call themselves, are said by Mr. Enthoven to have settled there in the fifteenth century, but others are of opinion that they came at a much earlier date, and this is certainly the case in respect of the Colony in Cochin, which, even if its own traditions cannot be wholly relied on, is still of not less than 1,200 years' standing. Both colonies are divided into two sections, the White and the Black, and the former will neither eat, marry, nor associate with the latter. In spite of their long sojourn in the tropics, the White Jews, who have from time to time been reinforced by fresh emigrants, are, according to Herr Schmidt, quite indistinguishable from their congeners in Europe, but the Black, both in colour and physiognomy, show unmistakable signs of a mixture of race. They themselves claim to be descended from earlier settlers, but the White Jews derive them from old converts with an infusion of Jewish blood due to intercourse between their females and Jewish males. However this may be, they now occupy a position of admitted inferiority in relation to the White Jews.

In the tables appended to this chapter, the number of Jews enumerated in India at the last Census (1901) is given as 18,228, as compared with 17,194 and 12,009 in 1881 and 1871 respectively. The Jewish element now constitutes 6 per 100,000 of the total population. These 18,228 Jews are found to the number of 15,848 in the Indian Provinces and 2,380 in the States. Elsewhere in the same volume the number of persons speaking Hebrew is given as 1,280. These are found chiefly in Bengal, Bombay and Burma.

## INTERESTING COMMERCIAL CASE AT SHANGHAI.

At the German Consular Court, Shanghai, on the 24th ult. judgment was rendered in the case of *Sai Tai & Co. v. Siemens & Co.* It appeared that some time ago a contract was made for the purchase of certain goods by *Sai Tai & Co.* from *Siemens & Co.* These goods were to be sent out from Europe and the plaintiffs were to take delivery in Shanghai, within three months of arrival from defendant's godown. Plaintiffs guaranteed the rate of exchange at 2/12 per ta. On the 19th Feb. the plaintiffs, thinking the goods were due, went to *Siemens & Co.* and paid the price of the goods, i.e. Tls. 1,222.18, according to the rate of exchange prevailing upon that day. They then demanded the delivery of the goods. Defendants refused, saying that the account must be settled according to the rate of exchange prevailing on the day their own draft became due, which was 25th January. The difference in the exchange on the amount between these two dates, the 25th January and the 19th February, amounted to Tls. 50, which they demanded before they would hand over the goods. The action was to compel defendants to hand over the goods. The plaintiffs, who were represented by *Chang Oili* gen, contended that they had the right to settle the account at the rate prevailing on the day when they paid. The case was first heard on the 10th ult. The question as to which was the correct date for taking the exchange rate was then referred to the German Chamber of Commerce. When the Court sat again on the 21st ult. a communication from this Chamber was read stating that there was no custom in Shanghai which would compel the guarantor to settle the exchange according to the rate prevailing when the firm's draft became due. As, however, it came out that on a former occasion the plaintiffs had settled an account at the rate on the day when the draft was due, the Court held that this was a precedent, and therefore upheld defendant's right to keep back the goods until the sum of Tls. 50 was paid.

## SHIPPING NOTES.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 2 a.m. on Saturday, the 2nd July, and left again at 10 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-day.

The E.A.T. Co.'s steamer *Princess Marie* left Shanghai on Friday, p.m., and may be expected here on Tuesday, p.m.

The H.A.L. steamer *Sitonia*, from Hamburg, left Singapore for this port on the 2nd July, p.m., and may be expected here on the 8th July, at daylight.

The O.S.S. and C.M. steamer *Ora* left Singapore on the 3rd July, and is due here on the 8th July.

WEATHER AT SEA.

The *Pinewood* experienced fine weather on her passage from Sabang to Hongkong.

The *Benlary* reports fine weather between Singapore and this port.

The *Shachang* from Chinkiang reports fine weather.

A SECOND MATE LOST AT SEA.

Mr. David Barton, master of the s.s. *Clavering*, reports that he lost his 2nd mate at sea while on the voyage from Salina Cruz to Hongkong. Altogether there were three deaths during the voyage. When he left Salina Cruz, which is a seaport in Mexico, there was yellow fever, commonly called by sailors "Yellow Jack" there.

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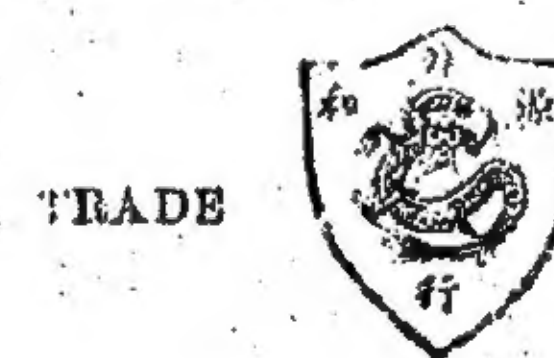
Hongkong, 10th March, 1904.

COAL.

The steamers *Pinewood* and *Southgate* arrived from Cardiff yesterday with cargoes of coal. The *Signal* arrived from Hongay yesterday with a cargo of coal.

## THE EMPRESS DOWAGER'S LATEST REFORM.

An edict by the Empress Dowager exhorts the prefects, sub-prefects, and district magistrates of the Empire to be more diligent in attending to their duties as guardians of the masses towards whom they stand in the closest intimacy and through whom the people either enjoy liberty and prosperity or the contrary. Tactis, Provincial Judges, Treasurers, Governors, and Viceroys are appointed by the Throne only in the capacity of overseers and superintendents over the conduct of the local authorities, such as the prefects, sub-prefects, and district magistrates noted above. The Empress Dowager in her desire to make these local authorities overcome their habits of indifference to the welfare of their subjects calls upon the higher authorities, referred to in the foregoing, to keep diligent watch over their subordinates and call them to account whenever they discover such negligence. To keep a better oversight over these local officials and also that the more deserving ones may get a proper recognition of their conduct by the Throne, her Imperial Majesty commands that, commencing with this year, the Viceroys and Governors of provinces shall, at the end of each year, send up to Peking a list of all the sub-prefects and district magistrates holding posts under them as local authorities, such lists to contain the particular rank and titles of each official, his age, his native city and province, and the year and month he entered upon said office either as a substantive, or as acting sub-prefect or district magistrate. After each name is also to be set down in detail the amount of the land taxes received by the official since taking office, and if any, how much land taxes are still owing at date; whether there have been any murders or robberies within the said official's jurisdiction during the year under review, and if any, how many such cases have been settled and how many are still on remand; and finally how many prisoners are confined in his yamen at date and on what grounds. Should these be cases of an ordinary nature the official concerned may be allowed to exercise leniency where he sees fit, but in no case is he permitted to draw up false reports. Each said official is also required to report whether he has started any schools of modern learning, and how many; whether he has established industrial institutions, and a police force, or not. From the amount of work done by a local official is he to obtain a reward or vice versa. Each Viceroy and Governor shall, in sending up such detailed reports, be required to append remarks (hereinafter for the guidance of the Department of State Affairs (Chengwu-ch'u) and the necessary report to the Throne. In order to cause emulation amongst the officials in question, these lists shall be published in the official newspapers ("Kuan Pao") in each province. In a previous decree Viceroys and Governors of provinces were commanded to enforce the dismissal of all unnecessary scribbles and hangers-on of yamens in order to free the masses from oppression as much as possible. Steps must be taken at once to see whether these commands have been obeyed or not.—N.C. Daily News.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

# THE ROBINSON PIANO Co. LD.

## UPRIGHT IRON GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

PRICES \$400: Upwards.

# BABY GRANDS

## ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. (1409)

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

## DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Walkin's Building).

Hongkong 18th, February 9410

# THE MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at YATEGAMI).  
Extreme Length... 323 feet.  
Length on Blocks... 313 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 23 "  
PATENT SLEEP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STRAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE 1703

AMOI ENGINEERING CO., LD. AMOI.

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Modern charges. Work solicited.  
J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. 1450







WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
**STEEL FOUNDRY** for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.



## SHIPPING.

## ARRIVALS.

July 3, RICHMOND CASTLE, British str., 2,288, McDowell, Amoy 2nd July, General—Doddwell & Co.  
 July 4, ATHENIAN, British str., 3,883, S. Robinson, Vancouver 6th June, General—C. P. R. Co.  
 July 4, BENARDIA, British str., 2,510, A. Wallace, London and Singapore 28th June, General—GIBB, LIVINGSTON & CO.  
 July 4, HUP, French steamer, 705, Godineau, Haiphong and Kwangchow 3rd July, General—A. R. Marty.  
 July 4, PINWOOD, British str., 3,050, F. Stewart, Cardiff via Durban 24th April, Coal—GIBB, LIVINGSTON & CO.  
 July 4, RUM, British str., 1,600, R. W. Almond, Manila 1st July, General—SHEWAN, TOMES & CO.  
 July 4, SHANGHAI, British str., 1,307, B. Harris, Wuhu and Chinkiang 30th June, General—BUTTERFIELD & SWIRE.  
 July 4, SOUTHGATE, British str., 2,378, G. Thompson, Cardiff 23rd April, Coal—Order.  
 July 4, YUENSAH, British str., 1,128, P. H. Rolfe, Manila 1st July, General—JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office.  
 4th July.  
 Andley, British str., for Kobe.  
 Carl Diederichsen, German str., for Hoihow.  
 Haiden, French str., for Hoihow.  
 Haiden, French str., for Haiphong.  
 Reungue, German str., for Swatow.

## DEPARTURES.

4th July.  
 KWANTUNG, Chinese str., for Shanghai.  
 NANYANG, German str., for Chien.  
 Reungue, German str., for Swatow.

## SHIPPING IN PORT.

ANAPA, British str., 2,251, J. M. Williamson, 24th June, Harry Dock 15th May, Coal—Order.  
 ANHEIM, British str., 1,190, R. M. Robertson, 24th June, Saigon 20th June, General—Melchers & Co.  
 AN LHO, British str., 906, J. Knoch, 30th June, Saigon 20th June, Rice—Chinese.  
 ASHMOOR, British str., 2,044, J. McDowell, 3rd July, Barry Dock 15th April, Coal—Doddwell & Co.  
 BINH-THUAN, French str., 953, Ribault, Laganais, 1st July, Swatow 20th June, Ballast—Bradley & Co.

CARL DIEDERICHSEN, German str., 774, H. Schalkier, 24th June, Haiphong and Hoihow 26th June, General—Jensen & Co.  
 CARL MEZELL, German str., 184, J. Jansson, 18th June, Amoy 17th June, Ballast—East Asiatic Trading Co.  
 CHANGCHOW, British str., 1,202, Monkman, 7th July, Canton 2nd July, General—Butterfield & Swire.

CHANGCHOW, British str., 1,213, C. Harrison, 3rd July, Canton 2nd June and Singapore 27th June, General—Chinese.  
 CHINTAI, British str., 1,109, J. McD. Howie, 3rd July, Kobe and Kutchinow 25th June, General—Butterfield & Swire.  
 CHUNSHAN, British str., 1,281, Lawlor, 3rd July, Bangkok 27th June, General—Bradley & Co.

CHAVERING, British str., 2,151, David Barton, 3rd July, Salina Cruz 28th May and Moji 27th June, Ballast—C. C. S. Co.  
 CHIEF, British str., 1,558, D. W. Hishop, 24th June, Saigon 23rd June, Rice and General—Order.

DORIC, British str., 1,330, H. Smith, R.N.R., 2nd July, San Francisco and Shanghai 29th June, Mails and General—O. & O. S. S. Co.  
 DUNFAR, British str., 2,010, J. Graham, 2nd July, Barry via Natal 24th April, Coal—A. R. Marty & Co.

ERICA, German str., 1,201, R. Richmond, 20th June, Hongkong 28th June, Coal—Jensen & Co.  
 GENETAL ALAYA, American transport, Whitton, 20th June, Cavite 17th June.

HAIKING, British str., 1,267, A. E. Holdings, 2nd July, Fenchow via Amoy and Swatow 1st July, General—Douglas Lapaik & Co.  
 HAILAN, French str., 377, L. Andersen, 1st July, Funchow 28th June and Hoihow 30th June, General and First—A. R. Marty.

HAININ, British str., 636, W. C. Passmore, 24th June, Kobe 19th June, Ballast—Douglas Lapaik & Co.  
 HANOT, French str., 759, P. Morley, July 3, Haiphong and Hoihow 2nd July, General—A. R. Marty.

HINSANG, British str., 1,224, W. E. Sawyer, 30th June, Saigon 26th June, Rice—Jardine, Matheson & Co.  
 JAMES LEAND, British str., 2,312, Torrance, 2nd July, Sumatra 22nd June, Bulk Oil—Meyer & Co.

KEONGWAI, German str., 1,115, W. Moller, 20th June, Bangkok 30th June, Rice and Peabody—Melchers & Co.  
 KWANGTAI, Chinese str., 1,530, W. H. Lunt, 1st July, Canton 30th June, General—Chinese.

LAIKANG, British str., 2,224, E. J. Tadd, 6th June, Calcutta 21st May, Penang 26th June and Singapore 31st, General—Jardine, Matheson & Co.  
 MATHILDA, German str., 875, G. Schalkier, 1st July, Hoihow 30th June, General—Jensen & Co.

MAUSANG, British str., 1,344, S. J. Payne, 25th June, Sandakan 24th June, Timber—Jardine, Matheson & Co.  
 NANYANG, German str., 1,600, E. Haas, 2nd July, Canton 1st July, General—Chinese.

ONKANG, British str., 1,787, Davies, 1st July, Java 22nd June, Sugar—Jardine, Matheson & Co.  
 PHARANAG, German str., 1,021, F. Mangelsdorf, 30th June, Bangkok 16th June, Rice—Butterfield & Swire.

SUISANG, British str., 1,770, J. Young, 28th June, Calcutta 18th June and Straits 22nd, General—Jardine, Matheson & Co.  
 TAIYUAN, British str., 1,450, L. Dawson, 26th June, Australian Ports 4th June and Manila 23rd, General—Butterfield & Swire.

TEAN, British str., 1,345, A. Somerville, 3rd July, Manila 30th June, Hemp—C. C. S. Co.  
 TRIUMPH, German str., 679, A. Hanson, 2nd July, Fenchow, Amoy and Swatow, 1st July, General—Osaka Shosen Kaisha.

UNDINE, Norwegian str., 1,017, A. H. Thorjerson, 3rd July, Chinkiang 28th June, General—Sander, Wier & Co.  
 WOOSUNG, British str., 1,109, Dawson, 3rd July, Canton 2nd July, General—Butterfield & Swire.

ECOLISE, British ship, 2,978, J. McBryde, 10th May, New York 10th December, 1901, Case Oil—Standard Oil Co.  
 KENTMERE, British barque, 2,334, Burch, 14th June, New York 25th January, Kerosine—Standard Oil Co.

MARIA LE, Italian barque, 1,118, D. Urse, 9th April, Fremantle 7th Feb, Sandalwood—Order.  
 THROGATE, British barque, 949, A. Button, 25th May, Fremantle 23rd March, Sandalwood—Gillman & Co.

SAILING SHIPS.  
 ECOLISE, British ship, 2,978, J. McBryde, 10th May, New York 10th December, 1901, Case Oil—Standard Oil Co.  
 KENTMERE, British barque, 2,334, Burch, 14th June, New York 25th January, Kerosine—Standard Oil Co.

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	YANOTSE	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	To-day
LONDON & ANTWERP, via SINGAPORE, &c	CANDIA	Brit. str.	H. E. Kitcat	P. & O. S. N. Co.	About 5th inst.
LONDON, &c, via PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	16th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	19th inst.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	H. E. Kitcat	P. & O. S. N. Co.	About 21st inst.
LONDON, AMSTERDAM & ANTWERP	KREUNA	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, HAVRE & COPENHAGEN	MOYNE	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, &c, via PORTS OF CALL	P. MARIE	Dan. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
MARSEILLES, LONDON & ANTWERP	YARRA	French str.	H. E. Kitcat	MELCHERS & CO.	About 13th inst.
BREMEN, via PORTS OF CALL	BENARAY	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow, Noon
HAVRE, BREMEN & HAMBURG	SEYDLITZ	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
HAVRE & HAMBURG	NURNBERG	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
HAVRE & HAMBURG	C. FERD LAEISE	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
HAVRE & HAMBURG	BADENIA	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
HAVRE & HAMBURG	HAMBURG	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
GENOA, MARSEILLES & LIVERPOOL	PARADIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
GENOA, MARSEILLES & LIVERPOOL	SARDINIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
GENOA, MARSEILLES & LIVERPOOL	SARDINIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
NEW YORK, via PORTS OF CALL	B. CASTLE	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
NEW YORK, via SUEZ CANAL	SCHUYLKILL	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
NEW YORK, via SUEZ CANAL	EPSON	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
VANCOUVER, via SHANGHAI, &c	E. OF JAPAN	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
VANCOUVER, via SHANGHAI, &c	ATHENIAN	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
VICTORIA (B.C.) & Seattle via N. S. &c	LYRA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
PORTLAND, OREGON	CAINIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
AUSTRALIAN PORTS	NICOMEDIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA, via SINGAPORE, MOJI & KOBE	CHINGTU	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	BOHNEO	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	TAIYAN	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	DIAMANT	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	P. R. LUTPOLD	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	LOONGMOON	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	WOOSUNG	Ger. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	CHANGCHOW	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	PAKHOI	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	SINIA	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	SHANSI	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	TRIUMPH	Jap. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	M. STREVE	Jap. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	TRITOS	Jap. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	HAICHING	Jap. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	CHILLI	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	ROBI	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	SHANMUT	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	NANKIN	Brit. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow
YOKOHAMA & KOBE	ISCHIA	Ital. str.	H. E. Kitcat	MELCHERS & CO.	To-morrow

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW  
 THE Company's Steamship

"HATCHING."  
 Captain Hodgins will be despatched for the above ports TO-DAY, the 5th inst., at Noon.  
 For Freight or Passage, apply to  
 DOUGLAS LAPAIR & CO.,  
 General Managers.  
 Hongkong, 2nd July, 1904. [162]

IMPERIAL GERMAN MAIL LINE.  
 NORDDEUTSCHER LLOYD, BREMEN.  
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
 THE Imperial German Mail Steamship  
 "PRINZ REGENT LUITPOLD."  
 Captain H. Kirchner, due here with the outward German Mail about TUESDAY, at 5 p.m., will leave for the above places about 12:24 hours after arrival.

NORDDEUTSCHER LLOYD.  
 For Further Particulars apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 4th July, 1904. [5]

REGULAR  
 STEAMSHIP SERVICE TO NEW YORK.  
 VIA PORTS AND SUEZ CANAL  
 WITH LIBERTY CALL AT PHILIPPINE PORTS.  
 PROPOSED SAILINGS FROM HONGKONG.  
 1904.  
 "RICHMOND CASTLE" ... 5th July.  
 "ST. PILLANS" ... 15th July.  
 "LOWTHER CASTLE" ... 31st July.  
 For Freight and further information, apply to  
 DODWELL & CO., LTD.,  
 Agents.  
 Hongkong, 30th June, 1904. [877]

NAVIGAZIONE GENERALE ITALIANA.  
 (Florida and Rubattino United Companies.)  
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADEIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAAS.

(Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
 THE Steamship  
 "ISCHIA"  
 Captain Maganzini, will be despatched as above on MONDAY, the 11th July, at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 10th June, 1904. [4]

THE EAST ASIATIC COMPANY, LIMITED.  
 FOR MAREILLES, HAVRE AND COPENHAGEN.  
 THE Danish Steamer  
 "PRINSESSE MARIE."  
 Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 17th June, 1904. [144]

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY'S.  
 INTERMEDIATE LINE.  
 The New and Well-Appointed Twin Screw s.s. "SARDINIA."  
 6,574 Tons, will be despatched for LONDON DIRECT on or about 21st July.  
 Has excellent accommodation for FIRST & SECOND SALOON Passengers at moderate rates.  
 To be followed by the Steamship  
 "BORNEO."  
 4,573 Tons, about 18th August.  
 For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 24th June, 1904. [1568]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
 OPERATING IN CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL	REMARKS.
"NICOMEDIA"	4,370	Wagner	July 16th, 1904	
"ARABIA"	4,483	Baile	August 14th, 1904	
"ARAGONIA"	5,198	Schuldt	September 14th, 1904	
"NUMANTIA"	4,370		October 14th, 1904	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 30th June, 1904. [114]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SINGAPORE, COLOMBO, NANKIN and BOMBAY	H. W. Kenrick, R.N.R.	About 7th July	Freight only.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA H. E. Kitcat, R.N.R.	About 8th July	Freight only.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	BORNEO G. W. Gordon, R.N.R.	About 10th July	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	SINIA P. R. Summers	About 14th July	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c	CHUSAN W. B. Palmer, R.N.R.	Noon, 16th July	See Special Advertisement.

\* Calling at Penang if sufficient inducement offers.  
 For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 4th July, 1904. [1]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.  
 DESTINATIONS. SAILING DATE.

STEAMERS	DESTINATIONS	SAILING DATE
NURNBERG	HAVRE, BREMEN and HAMBURG	On 6th July. Freight.

STEAMERS	DESTINATIONS	SAILING DATE
C. FERD LAEISE	(Calling at Singapore and Penang)	On 26th July. Freight.

STEAMERS	DESTINATIONS	SAILING DATE
BADENIA	HAVRE and HAMBURG	On 10th Aug. Freight.

STEAMERS	DESTINATIONS	SAILING DATE
BAMBERG	HAVRE and HAMBURG	On 25th Aug. Freight.

STEAMERS	DESTINATIONS	SAILING DATE
ANDALUSIA	HAVRE and HAMBURG	On 5th Sep. Freight.

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.

## OSAKA SHOSEN KAISHA

## REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, via SWATOW and AMOY	"TRIUMPH" A. HANSEN	WEDNESDAY, 6th July, at 10 A.M.
TAMSAI, via SWATOW and AMOY	"M. STREVE" T. BRANDT	SUNDAY, 10th July, at 10 A.M.
ANPING, via SWATOW and AMOY	"TRITOS" H. KRAFT	WEDNESDAY, 13th July, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
 Hongkong, 20th June, 1904.  
 T. ARIMA, Manager [15]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
 STEAMERS. SAILING DATE.

SEYDLITZ	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</
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# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"OANFA"	On 8th July.	
GLASGOW and LIVERPOOL...	"SARPEDON"	On 15th July.	
GLASGOW and LIVERPOOL...	"PELEUS"	On 23rd July.	
GLASGOW and LIVERPOOL...	"AJAX"	On 29th July.	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 5th July.	
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.	
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.	
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.	

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"OANFA"	On 14th July.	

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th June, 1904. [10-11]

## CHINA NAVIGATION CO. LIMITED.

PORT	STEAMERS	TO	DATE
DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.	
SHANGHAI	"CHANGCHOW"	On 5th July.	
MANILA	"TEAN"	On 6th July.	
SHANGHAI	"WOOSUNG"	On 6th July.	
SWATOW, CHEFOO and TIENTSIN	"CHIMLI"	On 7th July.	
SHANGHAI	"PAKHOI"	On 8th July.	
AMOI and SHANGHAI	"SHANST"	On 8th July.	
KOBE	"TAIYUAN"	On 13th July.	
YOKOHAMA and KOBE	"TSINAN"	On 18th July.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvarnished Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th July, 1904. [12]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,  
at 1 P.M., the Company's Steamship  
"YARRA," Captain H. Sollier, with  
Mail, Passengers, Specie and Cargo, will  
leave this Port for MARSEILLES via Ports  
of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
Places of Europe.

Shipping Orders will be granted till Noon  
on Monday, the 11th July. Specie and  
Parcels received until 4 P.M. on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st July, 1904. [2]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship

"BENARTY"

Captain Satchell, will be despatched as above  
on or about MONDAY, the 18th July.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 25th June, 1904. [1575]

NIPPON Yusen Kaisha.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA  
MANILA, THURSDAY ISLAND,  
TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU"

will be despatched as above on FRIDAY, the  
29th July, at 4 P.M.

This well-known Steamer is specially con-  
structed for service in the Tropics, and is  
provided with superior accommodation and with  
all modern fittings and improvements for the  
safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and  
Stewardess carried.

For Freight or Passage, apply at the Com-  
pany's Local Branch Office in Prince's Building,  
First Floor, Chater Road.

A. S. MINARA,  
Manager.

Hongkong, 27th June, 1904. [1583]

### VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"

Captain W. B. Palmer, S.M.L., carrying His  
Majesty's Mail, will be despatched from this  
Port on SATURDAY, the 16th  
JULY, at Noon, taking passengers and  
cargo for the above ports in connection with the  
Company's s.s. "Mongolia," 9500 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Hongkong by the R.M.S. "Persia," due  
in London on the 29th August.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

For further particulars, apply to—

E. A. HEWETT,  
Superintendent.

Hongkong, 4th July, 1904. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with the  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CAIRO. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to—

DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 P.M. and Sundays about 7.30.  
FARE—(week days) 1st Class (including cabin  
and board), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Dinner and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip Every  
Sunday, and takes only 15 hours to each Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING"

Capt. Wm. Robinson, of 1888 tons, Registered, is  
the newest, fastest, and most luxuriously furnished  
steamer on the line and is lighted throughout  
with electricity; hot and cold water service.  
The cuisine is unexcelled.

Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M., and returning from Canton every  
following evening at 5 P.M.

1st Class ... \$3.00 for Single journey  
2nd ... 1.50  
Meals ... 1.00 each.  
The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [75]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG"

951 Tons, Captain A. Murphy, will leave for  
Canton at 8.30 P.M., on SUNDAYS, TUES-  
DAYS and THURSDAYS, and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.

First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central,  
Hongkong, 15th March, 1904. [27]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodities Steamer

"PAUL BEAU"

Captain Frangul, leaves Hongkong for Canton  
at 9 P.M., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following days, leaving Canton at 5 P.M., taking  
passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN,"  
Captain Merlin, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.

These two magnificent and up-to-date  
steamers are lighted with Electricity.

The Saloon is under European Supervision.  
First Class European ... \$8.00  
Second Class European ... \$3.00  
First Class Chinese ... \$1.50  
Second Class Chinese ... .80  
Deck ... .30

The Company's Wharf is at the end of Queen  
Street, Prince's Building.

For further particulars, apply to  
J. LANDOLT, Agent,  
The Pharmacy, Queen's Road Central,  
Hongkong, 23rd March, 1904. [420]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 888G. AIR GUNS and  
AMMUNITION in Variety.

WAL SCHMIDT & CO.  
Hongkong 28th November, 1902. [76]

### NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
"Dordogne," from Havre ex s.s. "Dordogne,"  
in connection with above Steamer, are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risks into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., at Kowloon,  
whence delivery may be obtained immediately  
after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignee  
before Noon, To-day, the 28th inst., requesting  
it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after Tuesday, the 5th July, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to us on or before  
the 5th July, or they will not be recognised.  
All damaged packages will be examined on  
Tuesday, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1904. [2]

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at the Consignee's risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 3rd inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M., on the 5th prox.

No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remain undelivered after the 5th prox., will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
8th prox., or they will not be recognised.  
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd June, 1904. [10-11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. "Mongolia."  
From Australia, ex s.s. "India."  
From Calcutta, ex s.s. "Palma."  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.  
From Alleppey, ex s.s. "Nairing."

Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. To-day, the 30th inst.

Goods not cleared by the 6th prox., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Largest packages must be left in the God-  
owns for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 30th June, 1904. [1]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW,  
Manager.

1st Floor, 37, Connaught Road.  
Hongkong, 15th June, 1903. [1473]

"HONGKONG DAILY PRESS"  
PUBLICATIONS.

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00

DIRECTORY OF PROTESTANT  
MISSIONARIES IN CHINA,  
JAPAN AND COREA ... 0.50

POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA  
FROM PORTSMOUTH TO PEKING,  
VIA LANSING, WITH A  
LADY'S BRIGADE (Crusade of  
H.M.S. "Terrible") ... 1.00

MOUNTINGS OF NAVAL GUNS  
and their Subsequent Use with the  
Lady's Relief Column ... 1.00

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MERCHANT NAVY, by J. E.  
Featherstonhaugh ... 2.00

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Daughter, an Anglo-Chinese Ro-  
mance, by Chas. J. H. Halcombe ... 2.00

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PRINCIPLES OF SHANTUNG: Its  
Race, Population and Prospects ... 0.50

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ON SALE.

BUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER  
1903, With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office.  
Hongkong 25th March, 1904.

MARTIN'S  
APIOL & STEEL  
PILLS

A French Remedy for all Irritations. Thousands  
of Ladies keep a box of Martin's Pills in the house, so that on the  
first sign of irregularity of the System a timely dose may  
be administered. Thousands use them with the most successful  
results. Write for full particulars and names of positive  
cures. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

[76]

### BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUCHS BREWING  
ASSOCIATION, ST. LOUIS.

LEAST IN OUTFIT SAVED  
QUANTITY

THE LARGEST BREWERY  
IN THE WORLD.

This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.

The Beer is sterilized after being bottled, and  
full maturation insures its fine condition in any  
climate. Beautifully bright, seductively sparkling,  
and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.

Hongkong 25th July, 1903. [41]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK

CARBOLINEUM-AVENARIUS

IN TINS OF 45 LBS.

IN CASES OF ABOUT  
450 LBS. NET

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Damages.

LUTGENS, EINSTAMANN & CO.  
Sole Agents for China.

Hongkong, 1st July, 1902. [1613]

SANTAL  
MIDY

These tiny  
Capsules—  
superior  
to Copaiba,  
Cubeb, and  
Injections—cure  
the same diseases as these drugs  
in forty-eight hours without  
inconvenience.

Each Capsule bears the name MIDY

LADIES

For functional troubles, delay, pain  
and those irregularities peculiar  
to the sex.

APIOLINE

Prescribed by the highest French  
Medical authorities and superior to  
Mansory, steel Drops and Penny  
royal.

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Sanitas

Unqualified  
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.



